

Intimations.

Hongkong, 25th June, 1901. [66]

Co-day's Advertisements.



NOTICE

FOUND IN QUEEN'S ROAD CENTRAL on the 15th of May last, a GOLD BROOCH, Branch and Leaf pattern, set with small Pearls. The Loser may recover the same by applying to the CAPTAIN SUPERINTENDENT OF POLICE, Hongkong, 28th June, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

DURING my TEMPORARY ABSENCE from the Colony, Mr. P. DE CHAMPEAUX will assume the charge of the above Company's Agency at this Port.

Hongkong, 28th June, 1901.

HONGKONG WATER POLICE ASSOCIATION.

ENTRIES for the SHIELD COMPETITION CLOSE on SUNDAY, the 30th instant.

A. E. ALVES, Hon. Secretary.

Hongkong, 28th June, 1901.

FOR SALE.

THE German Steamer

"MUENCHEN," 4,536 tons gross, 2,855 tons net, as she now lies in the COSMOGONIAN DOCK at Kowloon, Hongkong, in damaged condition, with all her gear, tackle, engines, boilers, machinery and appurtenances now on board. For Particulars and Inspecting Order, apply to

MELCHERS & CO., Agents.

NORDDEUTSCHER LLOYD.

Hongkong, 28th June, 1901.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 10, Queen's Road Central, (R. HUGHES & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS OF

AERATED WATERS

IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified by the best English makers.

A. S. WATSON & CO. LIMITED, THE HONGKONG DISPENSARY.

Hongkong.

BIRTH.

At Fontenoy, Northam Road, Penang, on 18th June, the wife of A. M. DURLER, of a son.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 28, 1901.

NOTES AND COMMENTS.

Skyscraper Buildings.

We must congratulate the Hon. F. H. May upon the motion which he brought forward at yesterday's meeting of the Sanitary Board on the subject of lofty buildings. The manner in which houses are being run up to three and four and even five storeys all over the Colony is scandalous, particularly when one takes into account the fact that not only are many of these lofty dwellings fronting upon very narrow streets, but that the Chinese are adding additional storeys to old which, in many instances, are not fit to support the extra weight and must, sooner or later, result in a series of collapses and probably loss of life.

Mr. May's motion to restrict the height of houses to one and a half times the width of the road, exclusive of the footpath, is a very wise one and a step in the right direction. Had we broad streets and lanes houses could, we admit, be run up to a great height without much danger to public health, but our city has been laid out upon very niggardly lines as regards street and lane areas, practically no breathing spaces have been preserved, and the piling of one storey upon another simply means that so many more people consume the air of which there is at present too little, and the light, the greatest of purifiers and disinfectants is totally excluded from the dwellers on the lower floors.

But Mr. May had of course to put in a word for the much abused Government when it was pointed out to him that he was simply proposing a matter which had before been brought forward by the Board, shelved for two years, and then mutilated so as to be of no possible benefit to those in whose interests it was brought forward. His excuse savoured too, of "anxious consideration" of which we have heard so much of late. According to Mr. May, one would be led to believe that no Governor can look into any common sense measure until he has been here a year or two. He quite forgot to say why, but that we suppose is still a question that requires further "anxious consideration" before it can be answered.

But leaving Mr. May as the Government apologist alone, we sincerely hope that the present suggestions will be allowed by the Government to become law. At all events, even Mr. May must admit that the Governor has now been here quite long enough to allow of his tackling the subject without impropriety.

Mr. Osborne's Private Hospital.

Our Kowloon readers will be pleased to see that there is a prospect of Mr. Osborne's pet plague hospital being removed from their midst. We were very much surprised at such a proposal being brought forward, and still more surprised at its receiving the sanction of the Board. But the Board doesn't live in Kowloon and so Kowloon residents may go hang for all it cares. We never hear of proposed plague hospitals at the Peak where the taipans live, and it does seem rather a shame that the poorer Europeans should never be taken into consideration. As for the proposed private hospital, it was solely and simply for the Godown Company's good that it was proposed, and solely and simply for the good of that Company that it was carried.

Looking at the matter in this light, it would suggest itself to most people that Mr. Osborne's sudden change of front as regards the treatment of Chinese plague cases in their own homes was simply for the good of the Godown Company which has the honour to represent. At all events it is a significant fact that the change of view of Mr. Osborne was coincident with a feeling of unrest amongst the Godown coolies. It is strange to think that show which way the wind blows.

LOCAL AND GENERAL.

THE dredger *Canton River* had not been raised up to the time of going to press.

WE remind our readers that, according to advertisement elsewhere, entries for the Water Polo competition close on Sunday the 30th inst.

THE Sanitary Board closed a well at No. 14, Des Vaux Road, as the water was proved unfit for potable purposes and liable to prove injurious to health.

A NEW steamer, the *Nanshan*, belonging to the "Shan" line of steamers owned by Messrs. Bradley & Co., arrived here yesterday. Her former name was the *Robert Harrowing*.

THE premises known as Wild Dell, East Point, having been declared by Dr. Clark not to be fit for human habitation, the premises were declared closed until further notice, by order of the Sanitary Board.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph*, Co., Ltd., 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

WE hear, says the *Pingang Gazette*, that the s.s. *Catherine Apou*, which arrived here on the 16th from Gokuta, had no less than 637 sheep, 737 goats, 3 bullocks and 1 cow washed aboard, all of which were consigned to Penang and intended for this port and the Native States. The *Catherine Apou* arrived in Hongkong on the 26th inst.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.

1. Selection, "The Shop Girl".....Caryl.

2. Song, "Abide with me".....Liddle.

3. "Walk with me".....Caryl.

4. "Gather round the Cross".....Caryl.

5. Selection, "Son of Man".....Caryl.

6. "Gather round the Cross".....Caryl.

7. "Gather round the Cross".....Caryl.

8. "Gather round the Cross".....Caryl.

9. "Gather round the Cross".....Caryl.

10. "Gather round the Cross".....Caryl.

11. "Gather round the Cross".....Caryl.

12. "Gather round the Cross".....Caryl.

13. "Gather round the Cross".....Caryl.

14. "Gather round the Cross".....Caryl.

15. "Gather round the Cross".....Caryl.

16. "Gather round the Cross".....Caryl.

17. "Gather round the Cross".....Caryl.

18. "Gather round the Cross".....Caryl.

19. "Gather round the Cross".....Caryl.

20. "Gather round the Cross".....Caryl.

21. "Gather round the Cross".....Caryl.

22. "Gather round the Cross".....Caryl.

23. "Gather round the Cross".....Caryl.

24. "Gather round the Cross".....Caryl.

25. "Gather round the Cross".....Caryl.

26. "Gather round the Cross".....Caryl.

27. "Gather round the Cross".....Caryl.

28. "Gather round the Cross".....Caryl.

29. "Gather round the Cross".....Caryl.

30. "Gather round the Cross".....Caryl.

31. "Gather round the Cross".....Caryl.

32. "Gather round the Cross".....Caryl.

33. "Gather round the Cross".....Caryl.

34. "Gather round the Cross".....Caryl.

35. "Gather round the Cross".....Caryl.

36. "Gather round the Cross".....Caryl.

37. "Gather round the Cross".....Caryl.

38. "Gather round the Cross".....Caryl.

39. "Gather round the Cross".....Caryl.

40. "Gather round the Cross".....Caryl.

41. "Gather round the Cross".....Caryl.

42. "Gather round the Cross".....Caryl.

43. "Gather round the Cross".....Caryl.

44. "Gather round the Cross".....Caryl.

45. "Gather round the Cross".....Caryl.

46. "Gather round the Cross".....Caryl.

47. "Gather round the Cross".....Caryl.

48. "Gather round the Cross".....Caryl.

49. "Gather round the Cross".....Caryl.

50. "Gather round the Cross".....Caryl.

51. "Gather round the Cross".....Caryl.

52. "Gather round the Cross".....Caryl.

53. "Gather round the Cross".....Caryl.

54. "Gather round the Cross".....Caryl.

55. "Gather round the Cross".....Caryl.

56. "Gather round the Cross".....Caryl.

57. "Gather round the Cross".....Caryl.

58. "Gather round the Cross".....Caryl.

59. "Gather round the Cross".....Caryl.

60. "Gather round the Cross".....Caryl.

61. "Gather round the Cross".....Caryl.

62. "Gather round the Cross".....Caryl.

63. "Gather round the Cross".....Caryl.

64. "Gather round the Cross".....Caryl.

65. "Gather round the Cross".....Caryl.

66. "Gather round the Cross".....Caryl.

67. "Gather round the Cross".....Caryl.

68. "Gather round the Cross".....Caryl.

69. "Gather round the Cross".....Caryl.

70. "Gather round the Cross".....Caryl.

71. "Gather round the Cross".....Caryl.

72. "Gather round the Cross".....Caryl.

73. "Gather round the Cross".....Caryl.

74. "Gather round the Cross".....Caryl.

75. "Gather round the Cross".....Caryl.

76. "Gather round the Cross".....Caryl.

77. "Gather round the Cross".....Caryl.

78. "Gather round the Cross".....Caryl.

79. "Gather round the Cross".....Caryl.

80. "Gather round the Cross".....Caryl.

81. "Gather round the Cross".....Caryl.

82. "Gather round the Cross".....Caryl.

83. "Gather round the Cross".....Caryl.

84. "Gather round the Cross".....Caryl.

85. "Gather round the Cross".....Caryl.

SPORTING NEWS.

Below we give the full programme of to-morrow's Gymkhana Meeting. It will be seen that the committee have arranged for three racing events pure and simple, and three of those fearful and wonderful performances of ladies and gentlemen that, through the unheeded effects, are amusing, if not edifying, to the spectators; passing over the last mentioned items we come to the first serious event of the day. This is the one mile handicap. It is a great pity that Glory and Kismet were not entered for this race, as we should have there been treated to a battle of the giants. As it is the entries total three, i.e., Lady Mary, Loyalist and Innocent. We may dispose of Innocent as being out classed, the question remains will glory, difference in the weights equalise matters between Lady Mary and Loyalist. We do not think it will, and quite expect the Black Jacket and Green Sleeves of Mr. A. H. Rennie to come romping home on

"LADY MARY."

In arriving at this opinion we take into consideration that Lady Mary will be in the capable hands of Mr. Master, who with a good mare under him should stall off any rush of Mr. Cruickshank on Loyalist.

The next sporting event is the steeplechase with three entries, and this, like all races of this description, is an open question. Mr. P. A. Cox up on Arrogant will assuredly go at anything and if Arrogant only knew enough would win. We do not think much of Treacle's chance, even with Mr. Cruickshank riding. Mr. May on Bengal will come safely through the course. With the fear in our eyes of Arrogant turning off or refusing we fancy

"BENGAL."

The most interesting race of the day will be the half mile, and the man who finds the winner should pocket a good stake. One of the most important factors in a short race is the rider; we append the following:—

Owner. Horse. Jockey.

Mr. May's Hoodoo Capt. Des Vaux.

Capt. Warren's Kangaroo Capt. Des Vaux.

Mr. White's Arrogant Mr. P. A. Cox.

Mr. Gunner's Favourite Rose Mr. Geig.

Mr. David's Loyalist Mr. Cruickshank.

Each of the above contestants must be reckoned with. Take the first named Hoodoo, owner up; Mr. May having ridden him in all his gallops must know his every mood and, taking the half mile as he did last Tuesday, he should be close up at the finish; and bear in mind Hoodoo does finish well. Kangaroo, a notably fast half mile horse, has been to all appearance in the best of health and yet there is a something wanting and, although bound to be well up, we do not expect him to catch the judge's eye. Arrogant's condition will not, we think, allow him to win.

Favourite Rose, ridden by Mr. Geig, is in great fettle and a staunch little horse to beat. If Loyalist is pulled out again for this race he will be in it at the stand end of the tussle. We quite expect to see Hoodoo, Kangaroo, and Favourite Rose coming up the straight together and the one first past the post should be

"FAVOURITE ROSE."

The arrangements will be well carried out by the efficient committee as published, and anyone who wishes to venture a dollar or two on his fancy will be able to have a good run for his money.

EVENTS.

ONE MILE HANDICAP: for all Waters. Four to start or no race; entrance, \$3.00; 1st prize presented by the Hon. J. J. Bell-Irving, 2nd prize, \$20.00.

Mr. David's ch. g. Loyalist, 11st 10lb.

Mr. Rennie's b. m. Lady Mary, 12st 5lb.

Mr. White's br. g. Innocent, 10st 12lb.

LADIES' NOMINATION.—Despatch Race; entrance, \$1.00; prizes from Gymkhana Fund. A. receives a despatch, runs 100 yards and hands it to B. B. mounts his pony and rides halfway round the Course, dismounts and gets on bicycle on which he rides to a point 100 yards from winning post, hands despatch to lady seated in Ricksha who is dragged in by A. B. pushing behind; mafios allowed; competitors provide their own Rickshas.

Capt. The Hon. H. W. Trefusis, A.D.C., and Mr. Cruickshank and Mr. Lyon.

Capt. Des Vaux, R.E. and Mr. Bingay, R.E.

STEEPLECHASE.—For all ponies 14.2 and under. Over the Steeplechase Course; Catch Weights over 11 st. 7 lbs. Entrance, \$2.00; 1st Prize presented, 2nd Prize, \$20.00.

Mr. White's b. g. Arrogant.

Mr. Cruickshank's wh. g. Treacle.

The Hon. F. H. May's b. g. Bengal.

LADIES' NOMINATION.—Cigar and Umbrella Race; gentleman rider to lady and dismounts; she hands him a cigar and lights it, then hands him an open umbrella; he mounts and finishes round a post and back, cigar alight and umbrella open; no mafios allowed. Prizes presented by Hon. F. H. May, C.M.G.

HALF MILE RACE: for all ponies 14.2 and under; weight for inches as per scale of 1901 race meeting. Entrance, \$3.00 1st prize, a Cup presented by D. Gillies, Esq., 2nd prize, \$20.00.

Mr. David's ch. g. Loyalist, 10st 13lb.

Mr. Gunner's br. g. Favourite Rose, 10st 13lb.

Capt. Warren's b. g. Kangaroo, 10st 13lb.

The Hon. F. H. May's ch. g. Hoodoo, 10st 7lb.

Mr. White's b. g. Arrogant, 10st 10lb.

CHAIR RACE: for soldiers and sailors in costume; four men to a chair; 1st prize, \$20.00; 2nd prize, \$10.00; extra prize of \$5.00 for best turn-out; competitors provide their own chairs. Occupant of chair to scale 9 st.

BOWLS AT SWATOW.

A very interesting game of bowls was played on the evening of 25th at the Swatow Customs Bowling Alley between picked teams from the Customs and Shipping. The Customs was captained by Mr. Bryant (I.C.C.) and the Shipping by Mr. McFiggart of China Merchants. The Customs led slightly in the first part of the game, but owing to the brilliant display of Captain McFiggart, the shipping won a very interesting and close game by two points; after the game the teams and friends met in a convivial gathering, three cheers being given for the winners.

HONGKONG COTTON SPINNING, WEAVING, AND DYING CO., LIMITED.

Yesterday at 4.15 p.m. took place the fourth ordinary annual meeting of the above Company at the offices of the general managers, Messrs. Jardine, Matheson & Co. Present Messrs: the Hon. J. J. Bell-Irving in the chair, the Hon. C. P. Chater, C.M.G., A. Haupt, K. McRoss, C. W. Dickson, B. Byramjee, A. Shaw, A. Finke, D. Gillies, Ho Fook, Ko Kown Tong, Yuen Hop, Ho W. Shang, Hon. Kwai Hin, Ah Hee, Chan Chau Nam and others.

The Secretary Mr. A. Brooke Smith read the notice convening the meeting.

The Chairman then made the following statement:—

Gentlemen.—The report and statement of accounts covering the period from 16th August last to 31st May have been in your possession for some days and with your permission I propose to treat them as read. The financial position of the Company during that period having been less satisfactory, mainly owing to the heavy charge for interest and the high price of raw cotton without a corresponding increase in the market value of yarn, the General Managers and Consulting Committee decided to close the Mill on 3rd April last and to render to Shareholders a statement of accounts showing the actual state of affairs.

As stated in the circular issued to Shareholders the estimated debts with interest thereon due by the Company on the 30th inst. after allowing for the proceeds of yarn, which has all been realized, will amount to \$1,130,000. I propose to reserve my further remarks on the present position and future of the Company until the Extraordinary General Meeting of Shareholders, which will be held immediately after this meeting, but meanwhile if any shareholder desires more detailed information than is stated in the report accounts and circular, I shall be pleased to give it.

The adoption was moved by the chairman seconded by Mr. D. Gillies and carried unanimously.

The retiring committee viz. Messrs. the Hon. J. J. Bell-Irving, Hon. C. P. Chater, C.M.G., and Mr. Haupt were re-elected.

Mr. Byramjee proposing and Mr. K. McRoss seconding, Mr. W. Hutton Poits was re-elected auditor.

After a short interval the extraordinary meeting was proceeded with. The Secretary read the notice and resolutions.

The Chairman then read the following propositions to the shareholders:—

Gentlemen.—This Extraordinary General Meeting has been called in order that the General Managers might have an opportunity of again putting before you the position of the Company and of ascertaining from you what you consider would now be the best course to adopt in order to safeguard your own interests. The circular dated the 12th inst. which was posted to each shareholder, would fully acquaint you with the present position of the Company. You are aware that from a variety of causes the cost of building and equipping the Mill very much exceeded the estimate made when the Company was floated, but it is necessary you should understand that although the Capital was fixed at \$1,200,000, it was never contemplated that such a sum would suffice for the purposes mentioned. The idea, which then prevailed, was that the balance required for that and for Working Capital could be raised by debentures, which it was thought could be issued at a rate of interest below the prospective earning power of the Mill, and that there would be a distinct benefit to Shareholders. It was further anticipated that 300 shares not then

the only way to proceed would be to erect a skylight in the roof. It had since been suggested to him that this proposal had better be embodied in the recommendation of the sub-committee looking into these affairs, and he therefore withdrew his motion.

THE HEIGHT OF BUILDINGS.

The Hon. F. H. May, President of the Council, said that the Board had no objection to the insertion in the New Building Ordinance or otherwise, of any clause without undue delay the following provisions:

(1) No building shall exceed in height 12 times the width of the street upon which it fronts, as measured from the outer edge of the foot-path on one side to the outer edge of the foot-path on the opposite side. The width of any street which is not provided with a foot-path shall be the shortest distance measured between the main walls of the buildings on the opposite sides thereof, or the building line as determined by the Director of Public Works where there is no building line.

(2) No building shall be erected in any street which is not provided with a foot-path of the width of 10 feet on that side of the street on which it is proposed to erect the building.

(3) No balcony shall be erected in any street of a less width than 30 feet, nor in any street which is not provided with a foot-path of a width of four feet six inches on that side of the street on which it is proposed to erect the balcony.

In proposing the motion Mr. May said that by a former regulation of the Board in connection with the Insanitary Properties Bill, which became law in 1892, it was recommended that the height of all buildings to be erected in the future should not exceed one and a half times the width of the street on which they fronted. This recommendation had been a good deal of opposition from property owners, with the result that, in the Ordinance as finally passed the provision was only made to apply to houses erected on land purchased or acquired from the Crown subsequent to the passing of the Ordinance. To this concession the Board agreed, and in doing so was very wrong. Mr. May had regretted his acquiescence in that concession more than anything he had done for the last eight or nine years. On 1st February the sub-committee of the Board which was appointed to draw up a scheme of sanitary improvements for the City of Victoria repeated the same recommendation, and in support of the proposition to restrict the height of buildings Mr. May read a few extracts dealing with the density of the population and the increase of the death-rate.

He went on to point out that it had been proved in England that whereas the death-rate of rural England is only 16 per 1,000 the death-rate of urban England is 22 per 1,000. He believed this was due to the height of buildings was under the consideration of the Government, whose attention had been drawn, since the sub-committee submitted its report on 1st February, to the great obstruction caused by verandahs and balconies. As the result of this, he had come to the conclusion—and hoped the Board would agree with him—that to restrict houses to one and a half times the width of the street on which they front was not sufficient. He based his arguments on the example afforded by Queen's Road. This was called a fifty-foot street, and under the existing law houses could be erected on it to a height of seventy-five feet. Now the roadway in Queen's Road only measured thirty feet across, ten feet on each side being taken up by pavements which were covered over by verandahs. He asked any man of common sense to contemplate the condition of this city when a street like Queen's Road, the width of which only measured thirty feet, verandahs on each side as it would be unless measures were taken to stop it. With houses seventy-five feet in height, how much sunlight would ever reach the ground floors, perhaps even the second floors of such houses. The object of sections 1 and 2 of his resolution (which he would like to make one) if the Board will permit him was that Queen's Road, for the purpose of the first paragraph of section 1, should be regarded as a street of thirty feet, and not as a street of fifty feet. This would be the case if the houses were limited to a height of forty-five feet—just about the height of three-story buildings. He pointed out that such houses would be quite high enough for that street, seeing that, if there were verandahs on both sides, to make them any higher would be an insupportable thing to do. A lane which is one inch over fifteen feet in width could be, said Mr. May, over-shadowed on both sides by houses forty feet in height. This thing would go on, too, unless some one steps in and stops it. Since this resolution was circulated he had amended sub-sections 3 and 4, the object being to further restrict verandahs and balconies and to give more ventilation and more air to domestic dwellings. This provision, if it came into force of law, would undoubtedly excite great opposition, and owners of properties would cry out for compensation. On that point Mr. May said, if a man, say in Queen's Road, erected a fifty-foot house fifty-five feet in height, and you stepped in and said, "For every house coming down you shall not erect another in its place of a greater height than forty-five feet," then in his opinion such a man would have an equitable claim for compensation, and he ought to get it. But if a man had a house not over forty-five feet high, you simply make a law to say, "When you erect other houses you shall not exceed forty-five feet." He could not see that that man, either in law or equity, had any claim to compensation. He did not want to take from any man what was legally or justly his, but this was, he thought a common-sense way of looking at it. He was perfectly convinced that this question of limiting the height of buildings, limiting them further than the existing law demands, was a question which must be tackled sooner or later. They could not always allow houses to be erected in this colony to the height to which they could be erected under the existing law. If they did they were defying one of the first principles of sanitation. If they overcrowded the city it could not and would not be healthy for the inhabitants, and they must suffer. He ventured to predict that if the colonists in this colony did not arise to a sense of the situation and prevent the houses in Queen's Road and elsewhere from being built to these ridiculous heights, they would most assuredly regret it, for the day was surely coming when all these houses would be raised to seventy-five feet in height, everyone of them. The colonists would then have to take them down, and they would find that it was a question not of days, but of years, and that compensation would have to be paid for every house in Queen's Road from one end to the other. He used the term colonists, and by that meant every person living in the colony, whether official or unofficial. It was one of the watch-words of wise statesmen not to legislate ahead of public opinion, and if that was true of any form of legislation, it was preeminently true of legislation in sanitary matters. No Government was ever willing to enact drastic sanitary legislation unless backed by a considerable share of public opinion. He appealed to all men who would sit down quietly and look a few years ahead—not one year or two years, but fifty, sixty, and a hundred years. This colony of Hongkong was only a new colony, but it was going to grow into a very

important colony and to become one of the biggest trading centres in the British Empire. It was their duty to see that the colony was not hampered in that growth with a millstone tied round its neck in the shape of an insanitary city built in defiance of all sanitary principles accepted in other parts of the world.

Mr. Chatham, in seconding Mr. May's motion, said that he had made a very able speech on the subject, and there was practically nothing to add to it. He only wished to make one remark—he had sometimes wondered why the Board allowed such recommendations to go forward from it. The latest proposal permitted houses to be erected to a height equal to one and a half times the width of the street, and as the Vice-President said, that enabled the houses in Queen's Road to be built to a height of seventy-five feet. The only benefit that accrued from the recent legislation was in the case of narrow streets. Over in Kowloon practically every road was fifty feet in width; some were sixty and some even seventy-five feet in width. Under these circumstances the recommendation of the Board that houses should be erected to one and a half times the width of the street had practically no effect. Under former legislation the height was limited to a height of seventy-five feet, and houses of properties might as well be allowed to go an extra foot. The sooner the proposed restrictions were adopted the sooner would real progress be made in the direction of making Victoria a healthier city.

"Dr. Clark said he thought they were all in favour of the resolution. There was only one point in Mr. May's speech he wished to comment upon, and that was that gentleman's regret that the Board had acceded to the recommendation in the bill of 1899 governing the height of buildings. If he was not mistaken, the Board was practically forced into it. The bill was shelved for eighteen months, and then sent back again and again, finally to appear in the form they were discussing. The Government had asked the Board to prove by statistics that if they reduced the height of buildings that it would check disease, but that was a question regarding which it was safe to assume there could be little doubt. Perhaps Mr. May would add something to that effect in his resolution."

This Mr. May declined to do. Dr. Clark went on to say that on behalf of the Government, he went carefully into the sick returns of the Tsim Sha Hospital for last year, and showed to the satisfaction of the Government that the great bulk of sick people come from houses in narrow lanes and a small percentage from houses in wide streets.

Mr. Osborne thought that Dr. Clark's remarks were perfectly true. The Sanitary Board, after this bill had been read once in Council and shelved for about two years, by dint of nagging away at the Government, got the bill at last in a mangled form. It was remarked at the time that it was better to accept the bill, mangled though it was, than to go on as they were going and allow such buildings to be run up.

Mr. May said, in regard to the bill being hung up, that there was a change of Governors at the time, and it was hardly to be expected that the new Governor was going to take on a bill like that the first week of his arrival. Further, it was not fair to characterise the bill as mangled; they got what they asked for except in relation to the height of buildings.

After a short discussion Mr. May's motion was put to the meeting and carried unanimously.

TORPEDO WORKSHOPS.

Correspondence was submitted relative to the sale of a portion of Li-chi-kok for the erection of new torpedo workshops, etc. The correspondence had relation to the following letter, dated 2nd May, from the Commodore's Secretary, to the Colonial Secretary:—"I am desired by the Commodore to enquire whether there is any objection on the part of the Admiralty authorities to selling 'Plateau' and 'Rock Point' on the accompanying plan, and if there is no objection, what would be the approximate cost? The land is required for the purpose of establishing a torpedo-store and workshop, and a range for testing torpedoes, and as deep water is found comparatively close to the shore off the promontory, it is not considered that a more suitable site can be found within the limits of the harbour."

The Director of Public Works was requested to report, and did so to the effect that the area applied for was overlapped by the site of a segregation camp, and it was very probable that if the Admiralty were allowed to acquire a portion of the property they would object to the segregation camp being established in their vicinity. The pathway which formed the main route of communication between Kowloon and Tsim Wan and neighbouring villages crossed the area which the Admiralty desired to acquire. That route should be preserved in order to construct a good road at some future period, giving access to the villages referred to and to other portions of the New Territory. For these reasons the application would have to be modified, and it would also be desirable to ascertain what area must be reserved for the segregation camp. The President concluded his report by suggesting that the Sanitary Board be consulted.

The suggestion was adopted, and the matter submitted to the Board, with the following minute from H.E. the Governor:—"It appears to me that a segregation camp in this position will involve large expense in necessary arrangements to confine segregated people to the camp." The following minutes were appended:

Mr. Osborne—"I am under the impression that the whole peninsula was to be reserved for a segregation camp."

Dr. Clark—"The land should not be sold, as it is greatly needed by the Colonial Government."

Hon. F. H. May—"I regard the segregation camp as a very necessary work, not so much for quarantine purposes as to help us to deal with plague in its initial stages."

The President moved that in the opinion of the Board it was inadvisable to part with any portion of this land.

Dr. Clark seconded, and the motion was unanimously carried.

MATCHED HOSPITALS AT KOWLOON.

Dr. Clark said—"It will be remembered that last night at a recent meeting consented to the erection of two matched at Kowloon Point by the Godevin Company for the treatment of sick workmen. A number of petitions have come in protesting against it."

The President proposed that the Government be notified that the Board approves of the removal of these hospital matcheds from Kowloon Point.

The proposal was agreed to.

AT THE MAGISTRACY.

There was a fair business doing in opium cases this morning at the Magistracy, values were fully maintained, fines on the upward grade. Cheung Im \$100 or 2 months' hard labour. He was prepared to do it.

Lo Oi, \$100 or 2 months, settled up on differences. So Man was also able to save the "Knock" and paid \$75.

In face of these fines we are of opinion the market for cases will slump.

CROSS-SUMMONS.

Ling Ah Sung charged Mr. Hill and Mr. Kennedy for assault. These gentlemen summoned Ling with using abusive and insulting language and he denied the assault. Mr. Hill swore, said that the defendant caught hold of the head of a pony he was about to drive, nearly throwing the whole lot over the wall into the aullah; he got down and took him into the office. Neither he nor Mr. Kennedy struck the defendant. Mr. Kennedy said, that he had been sick and heard the rumour while lying on the verandah. He did not hit the man. The case against Messrs. Hill and Kennedy was dismissed. Ling Ah Sung was bound over in \$100 to keep the peace. In this case Ling appeared tastefully arranged with his right hand in a sling; this was where he was struck. If Mr. Hazledand had inspected the injury more closely, he would have noticed the hand and wrist had been carefully blistered.

THE PLAGUE.

Number of cases reported (Chinese) 1,495 up till noon of the 27th June, 1901
(Other Asiatics) 32
(Europeans) 25
Number of cases reported (Chinese) 5 during the past 24 hours
(Other Asiatics) 0
(Europeans) 0
Total number of cases reported to date 1,481

Number of deaths reported (Chinese) 1,369 up till noon of the 27th June, 1901
(Other Asiatics) 9
(Europeans) 3
Number of deaths reported (Chinese) 3 during the past 24 hours
(Other Asiatics) 0
(Europeans) 0

Total number of deaths recorded to date 1,413 Since noon on Saturday last the cases and deaths are—

Cases Chinese 56
Other Asiatics 0
European 2
Total 58

Deaths Chinese 58
Other Asiatics 1
European 0
Total 59

The plague returns for last week were—

Cases 155
Deaths 152
The returns for 26th June, 1894, were—

Total deaths to date 3,175
New cases in previous 24 hours 8
Deaths in previous 24 hours 18
Patients under treatment 146

All the Europeans now in Kennedy Town Hospital are progressing favourably.

Mrs. Primrose is doing well and is past the critical period.

FOOCHOW NOTES.

FOOCHOW, June 22nd.
The fire on Wednesday night between Mr. Melnikoff's house and Ewo garden was not a very serious affair, though there was a good deal of noise in connection with the moving of fire engines to the spot.

In accordance with time-honoured custom about this period of the year the river is full to overflowing and the bridges are impassable. The Race Course and Recreation Ground are under water, as is also much of the low lying land about, but there is no great depth of water and the paddy fields appear to have no more, so far, than they can comfortably manage with.

Mr. G. Le Bas Rickman, lately Acting Deputy Commissioner of Customs at this port, is voluntarily retiring from the service and going home. No one can gainsay the actions of the I.G., but it does appear somewhat hard that 21 years good service should have met with no recognition when the opportunity presented itself, and that Mr. Rickman should be driven to adopt the only course left open to him, namely, to resign. It is with regret we part with him, and the circumstances under which he is going make his leaving us doubly regrettable. In his official capacity he was always courteous and obliging, and socially he was a very much liked and made many friends. He leaves with Mrs. Rickman and his family by the German Mail to-morrow and the good wishes of the community will go with the travellers.

Our new Deputy Commissioner of Customs is Mr. F. W. Maze, and whatever may be passing in our minds about the inquiry of overlooking the merits of long good service as intimated in the above note, this appointment of the I.G.'s will find favour with this community, if it has not already done so.

We have to congratulate Mr. G. H. Macgregor, Superintendent of the Joint Telegraph Companies here, on his promotion. He leaves for Banjoewang to-morrow and we wish him Bon voyage.

The business passing in the Tea market has been small this week as compared with last year and previous years in this early period of the season. Prices for Congou are easier, but the market must lower them yet considerably before the normal daily June transactions can be expected to take place.—Echa.

THE SONG OF THE SINGAPORE DRAIN.

(DEDICATED, WITHOUT PERMISSION, TO THE MUNICIPAL COMMISSIONERS OF SINGAPORE.)

Now sing we a song of the Singapore Drain, And of all the foul gases it off does contain, Which are wafted towards us again and again, (In the driest of weather and also in rain).

Though the Singapore folk are heard to complain, It is needless to say they do so in vain: Though the Doctors—wise men, who are perfectly sane—

Have often declared that these drains are a base, Bringing Typhoid and Typhus and bad germs in their train,

Still the Municipality sneer in disdain, And in forcible language are heard to maintain.

That it's best those foul ditches should ever remain, That the odours arising by street and by lane

Are warranted harmless and good for the brain, And much more do they say in a similar strain,

And before very long, they do make it quite plain, You may say what you like again and again,

And waste your wise words for there's nothing to gain, And at last you decide you had better refrain.

CASSIO.

(Cut without permission) from the Singapore Free Press and re-dedicated (also without permission) to the Hongkong Government.

For Singapore, read Hongkong, and for Municipality Government, read P. H. K.

THE CHEFOO-WEI-HAI-WEI CABLE.

A Parliamentary paper just issued gives a copy of the agreement entered into on April 23rd between His Majesty's Government and the Eastern Extension, Australia, and China Telegraph Company for the provision and working of a submarine cable between Chefoo and Wei-hai-wei, together with a copy of the Treasury minute on the subject. This minute notes the need for telegraphic communication with Wei-hai-wei, which was apparent soon after its occupation, and became still more urgent in view of the events of last year. In the course of the negotiations the Eastern Extension Company intimated that it had been asked by the local Chinese Telegraph Administration to extend its cables to Chefoo and Taku, and that if this extension were made, communication with Wei-hai-wei could be effected by the laying of a comparatively short cable thence to Chefoo. The terms offered by the company were accepted by the Government, which requested the company to lay the new line as rapidly as possible. It was opened for working on Sept. 5th last year. We (New Press) may quote—

The present agreement recites the arrangement explained above, and provides for the payment to the company of the sum of £16,000 for the construction and laying of the cable within three months of the approval of this contract by the House of Commons. It also provides for an annual payment of £4,000 to the company for working the cables on behalf of His Majesty's Government so long as they may so work it, and maintain the connection between it and the Taku-Chefoo-Shanghai cable. His Majesty's Government will pay for any repairs required to the cable. The agreement further stipulates for the employment of British staff at Chefoo and Wei-hai-wei, and for the transmission of all traffic between these places, Shanghai and Hongkong as far as possible by British staff. His Majesty's Government undertake to protect the company during the working of the cables, and to use its best endeavours to secure from the Chinese Administration the due fulfilment of its engagements with the company so far as they relate to the Taku-Chefoo-Shanghai cable, or to matters arising out of this agreement.

NOTANDA.

CALENDAR.

JUNE.
Meteorological means based on fifteen years' observations to 1898.

Barometer 29.763
Thermometer 80.7
Humidity 83.0
Rainfall 16.496

TO-DAY.
WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.
Barometer 29.82 29.76
Temperature 85 84
Humidity 73 79
Rainfall 0.10

TO-DAY.
Friday, 29th June, 1901.

Chinese—13th of 5th moon of 27th year of Kwang-shi.
Sun—Rises 5hr. 19min.
Sets 6hr. 47min.
High water—Morning 6hr. 15min.
Afternoon 7hr. 57min.
Low water—Morning 1hr. 52min.
Afternoon 1hr. 57min.

ANNIVERSARIES.

1838—Coronation of Her Late Majesty Queen Victoria.

1840—Blockade of the Canton River commenced.

1855—Death of Lord Raglan, Commander-in-Chief in the Crimea.

1874—Loss of the s.s. *Lap Tek*.

1892—Loss of the s.s. *Haihung* near Yokohama.

1898—Third expedition to Manila left Frisco.

1899—Earthquake in Italy.

1899—Fight between guard-boat and linn station near Wuchow.

TO-MORROW.
Saturday, 30th June, 1901.

Chinese—14th of 5th moon of 27th year of Kwang-shi.

Sun—Rises 5hr. 20min.
Sets 6hr. 47min.
High water—Morning 6hr. 40min.
Afternoon 8hr. 52min.
Low water—Morning 2hr. 0min.
Afternoon 2hr. 3min.

ANNIVERSARIES.

1688—Acquittal of the seven Bishops.

1878—The Foreign Ministers admitted to an audience with the Emperor.

1887—British sovereignty over Zululand proclaimed.

1893—Indian Mints closed to the coinage of silver.

1896—Fire on the British barque *Glen Caladh* in Hongkong Harbour; cargo badly damaged.

1898—Blockade of whole S. coast of Cuba and of San Juan, Porto Rico, proclaimed.

General Merritt sailed from San Francisco for Manila.

1899—Cosmopolitan Dock at Shanghai opened.

AGENDA.

TO-DAY.
Cargo ex *Sunda* subject to rent.

TO-MORROW.
(About)—P. & O. Co's steamer *Japan* leaves for London.

2.30 p.m.—Public Auction by Messrs. Hughes and Hough at No. 17 Des Voeux Rd. Gymkana at the Happy Valley.

Noon—C. M. Co's steamer *Diamante* leaves for Manila.

Cargo ex *Pinshire* subject to rent.

SUNDAY, 30th.
The O. S. K. Co's steamer *Daigi Maru* leaves for Coast Ports.

Daylight—Douglas Co's steamer *Thales* leaves for Coast Ports.

MONDAY, 1st July.
Cargo ex *Heathrow* subject to rent.

WEDNESDAY, 3rd.
H. K. V. Co's Promenade Concert at the Volunteer Parade Ground.

3 p.m.—D. S. S. Co's steamer *Catharine* leaves for Indian Ports.

Cargo ex *Silecia* subject to rent.

Cargo ex *Malacca* subject to rent.

THURSDAY, 4th.
Neon—T. K. Y. Co's steamer *America* Maru leaves for San Francisco, via Shanghai, etc.

SATURDAY, 6th.
Neon—P. & O. Co's steamer *Chusan* with mails etc. leaves for Europe.

12.15 p.m.—Meeting of the Shareholders of the Hongkong Electric Company Ltd. at their offices.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

June 22nd.
Mr. Rattenbury, now in Hongkong, takes command of the *Diamante*, the present captain goes home to bring out a new steamer.

Mr. MacArthur, 2nd officer *Esmeralda*, is promoted 1st officer of that ship.

Mr. Johnstone, sails as 2nd officer of the *Esmeralda*.

June 24th.
Mr. Gibson, chief officer of the *Italian*, has been transferred to the *Hailong* in the same capacity.

June 25th.
Mr. Fraser ex 3rd mate of the *Diamante* is promoted and mate.

Capt. Ramsay of the *Diamante* is going home on leave.

Mr. J. Evans has gone chief officer of the *Haiching*.

Mr. A. B. Short is acting chief officer of the *Italian*.

Mr. C. Walker, late 3rd officer of the *Hailong*, is promoted and officer of the *Italian*.

Mr. Atwood, recently on sick leave, has gone 3rd officer of the *Hailong*.

Mr. Fairfield, has been appointed supernumerary 2nd officer of the *Italian*.

June 26th.
The officers of the s.s. *Tsima* are, Captain O. Anderson, chief officers C. Webb, 2nd A. Buro, 3rd J. Carter, chief engineer J. Rutledge, 4th M. Murray, 4th P. Maquire, 4th J. Smythe, chief steward J. Wilson.

SHIPPING AND MAIL NEWS.

MAILED DUE.
French (*Annam*) 2nd prox.
American (*City of Peking*) 4th prox.
Canadian (*Imperial of Japan*) 9th prox.
American (*Goodly*) 12th prox.
American (*Hongkong Maru*) 20th prox.

The M. M. Co's steamer *Annam* with the next French Mail, will leave Saigon to-morrow, Saturday, at 4 a.m.; for this port.

HONGKONG AND WHAMPOA DOCK RETURNS.

Arethusa at Kowloon Dock.

Union " " "

S. Enock " " "

Suzuki " " "

Kochichang " " "

John " " "

Junio " " "

Australian " " "

Iris " " "

Haitian " " "

Colonies " " "

München " " "

Simongan " " "

Marchal de Villars " " "

Abderdeen " " "

PASSED THE CANAL.

Outward—17th May—*Rhein*, *Crusader*, *Imogene*, 24th May—*Min*, *Ranshan*, *Shirley*.

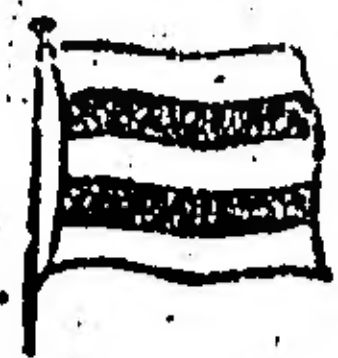
28th May—*Silesia*, (German) *Agamemnon*.

Pioneer, 31st May—*Benalder*, 4th June—*Deutchland*, *Glanorganshire*, *Acilia*, *Deutchland*, *Klek*, 7th June—*Anson*, *Kawachi*, *Maru*, *Baltasar*, *Arara*, *Yugiter*, 11th June—*Katona*, *Kongkong*, *Erzherzog*, *Erzherzog</*

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU.....	Kobe and YOKOHAMA.....	FRIDAY, 5th July, at Daylight.
IDZUMI MARU*.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA.....	MONDAY, 8th July, at 4 P.M.
WAKASA MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 12th July, at Daylight.
HIROSHIMA MARU.....	MOJI, KOBÉ and YOKOHAMA.....	TUESDAY, 16th July, at Noon.
BINGO MARU.....	KOBÉ and YOKOHAMA.....	FRIDAY, 19th July, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 25th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Naga- saki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Saturday, 24th Aug., at Noon.

PROPOSED SAILINGS FROM HONGKONG.
VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Captains.	Proposed Sailings.
Queen Adelaide.....	F. McNair.....	July 8
Olympia.....	J. Truebridge.....	July 16
Glenogle.....	W. Frakes.....	July 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other ports on application.

Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 26th June, 1901.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship "CHUSAN," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 6th July, at Noon, taking Passengers and Cargo, for the above Port.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 22nd June, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

LOWTHER CASTLE"	* ...about 2nd July
HUDSON"about 1st Aug.
JUPITER"
SATSUMA"

* Calling at MANILA.

For Freight and further Information apply

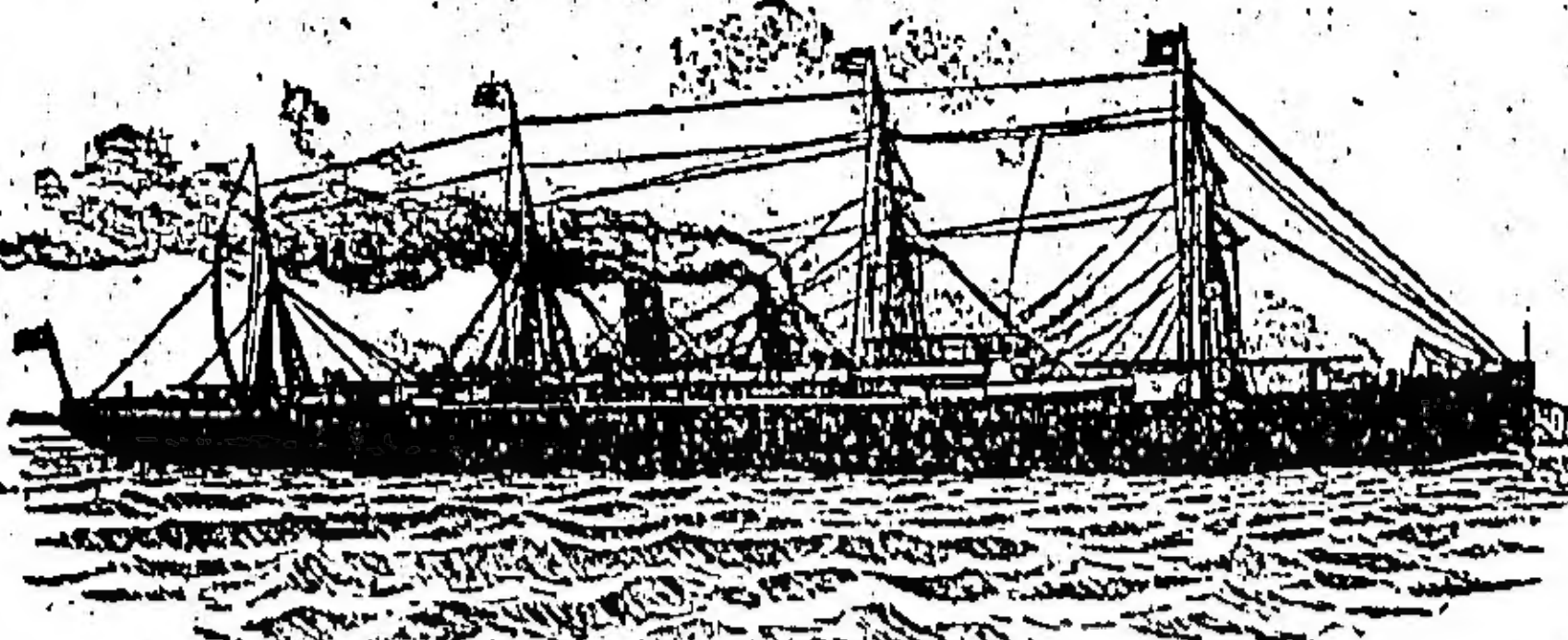
* Calling at MANILA.

For Freight and further Information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 22nd June, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING"	SATURDAY, 13th July, at Noon.
GAELEU"	TUESDAY, 23rd July, at Noon.
CHINA"	TUESDAY, 6th August, at Noon.
DORIC"	THURSDAY, 15th August, at Noon.
PERU"	SATURDAY, 31st August, at Noon.
COPTIC"	TUESDAY, 10th September, at Noon.

THE P.M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBÉ, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

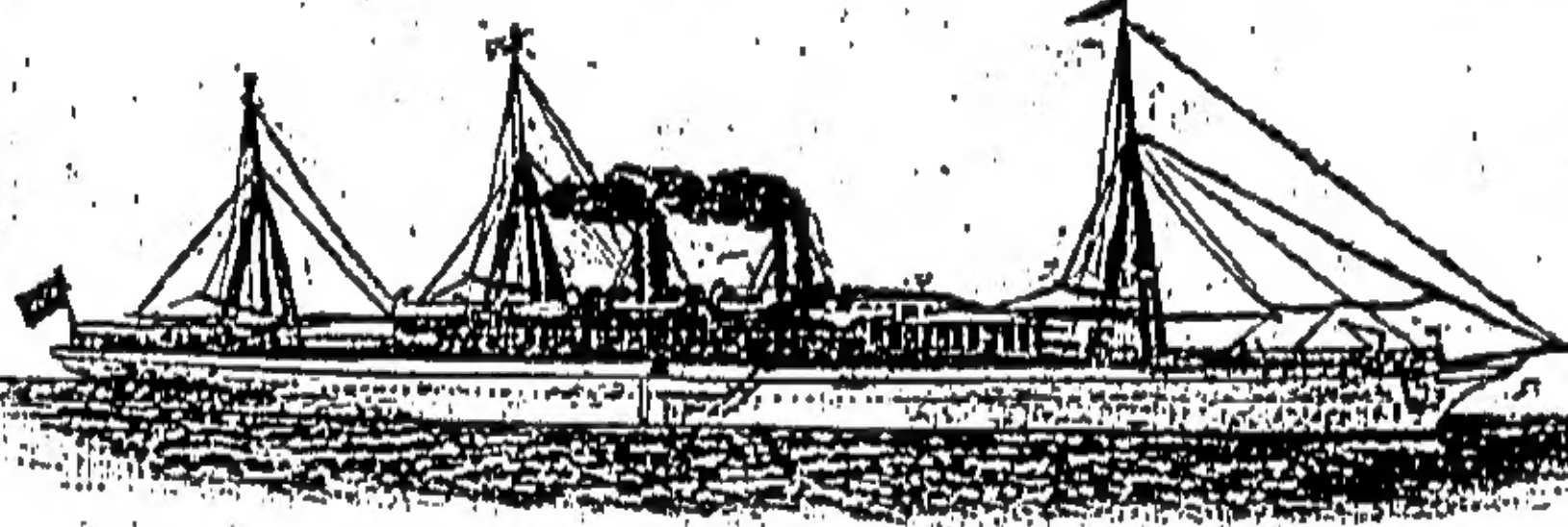
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 27th June, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 7th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Return Tickets booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedler's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	12th July. } Freight.
WUERZBURG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th July. } Freight.
ACILIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	9th August. } Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 11th June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY LIMITED.

FOR	STEAMERS.	TO SAIL.
ILOILO and CEBU.....	"CHINKIANG".....	29th instant.
YOKOHAMA, KOBÉ and MOJI.....	"TSINAN".....	2nd July.
BRISBANE, SYDNEY and MELBOURNE.....	"TAIYUAN".....	6th July.
SHANGHAI.....	"WOOSUNG".....	6th July.
TIENTSIN.....	"KWEIYANG".....	10th July.
MANILA.....	"TAIWAN".....	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIWAN".....	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 28th June, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"DEUCALION".....	30th June.
"	"PATROCLUS".....	10th July.
"	"STENTOR".....	23rd July.
"	"TANTALUS".....	29th July.
"	"IDOMENEUS".....	7th August.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"PROMETHEUS".....	11th July.
"	"ALCINOUS".....	23rd July.
"	"PELEUS".....	6th August.
LIVERPOOL (DIRECT).....	"GLAUCOUS".....	15th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 28th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, TO-MORROW, the 29th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th June, 1901. [226c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above Ports, on SUNDAY, the 30th instant.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 27th June, 1901. [675c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 30th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th June, 1901. [226c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Asumi, will be despatched for the above Port, on WEDNESDAY, the 3rd July, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 19th June, 1901. [321c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE.

TO VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship "KAISOW," Tons 3,320. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901. [676c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI," Captain J. Rafferty, will be despatched as above on or about the 16th July.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901. [529c]

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP.

THE Company's Steamship

"GLENESK," Captain J. Rafferty, will be despatched for the above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to MCGREGOR BROS. & COV., Agents.

Hongkong, 18th June, 1901. [644c]

THE Steamship "SHEWAN, TOMES & CO'S 'NEW YORK' LINE."

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "ARARA," Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 11th June, 1901.

Notice of Firm.

NOTICE.

WE have this Day authorized Mr. WILHELM NAGEL to SIGN our Firm per Procuration.

LEOPOLD SPATZ & CO. Hongkong, 17th June, 1901. [637c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents. Hongkong, 28th May, 1901. [120c]

To be Let.

TO LET.

A HOUSE in KIPON TERRACE.

HOUSES at LEIGHTON HILL, "FAIRVIEW," KOWLOON. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 26th June, 1901. [209c]

TO LET. POSSESSION APRIL 1ST.

1, STEWART TERRACE. Apply to J. W. NOBLE. Hongkong, 6th March, 1901. [927c]

For Sale.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO. Hongkong, 27th May, 1901. [565c]

NOW READY.

THE SPECIAL DESCRIPTIVE STATISTICAL EDITION OF THE "HONGKONG TELEGRAPH."

TEN PAGES. PRICE 50 CENTS.

Those desirous of obtaining copies should order early, as only a limited number has been struck off and a second Edition can not be printed.

The Special Edition will be mailed to any address on receipt of 50 cents to cover cost and postage.

For further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 11th June, 1901.

Hongkong, 11th June, 1901.

Hongkong, 11th June, 1901.

EUROPEAN ROYALTIES
ON THE RAIL.

President McKinley's great tour through the West and South in a handsomely appointed train, specially fitted for the trip, has excited some discussion among railroad men regarding private trains. Some of the crowded heads of Europe own not only private trains but private locomotives, and even a private railway has been heard of.

In Great Britain every line of consequence has its royal train, and King Edward VII has the legal right to travel anywhere at will free of cost. The royal train proper, and the one most generally used by the late Queen Victoria, was built at Swindon works. Her Majesty first travelled in it from Windsor to London on the occasion of the Jubilee in 1897. This train is composed of six carriages, the total length of which is 460 feet, and it is put together with the royal saloon in the center, two saloon carriages, one each end of the royal carriage, one first-class carriage and two brake vans, one at each end of the train.

The King's car is fifty-four feet long and the saloon compartment, in the center, has a domed roof. At each end of the carriage are compartments and lavatories for the suite. The carriage is finished in satinwood, with panels of sycamore; the domed roof is decorated with lions and 'crowns' in green and gold; all the metal fittings are silver plated, and under the carpets in the royal compartment and vestibule is a layer of cork. The steel under-frame is case with mahogany and on each corner is a carved lion's head, with crown.

At one end of each carriage is a compartment for the railroad officials. These carriages are finished with walnut framing and sycamore panels, and the metal fittings are gold lacquered. The seats are upholstered in green and gold, and the walls are decorated with green and gold. The seats are upholstered in French white corded rep, with green, white, and gold silk tassels, heavy deep fringe, cords, gimps, bosses, all with a woven 'rose shamrock and thistle' pattern on the faces, and it is hung with green silk curtains and blinds, edged with green and white cord and gimped. The carpet is green and white heavy pile chenille, specially manufactured for the Queen's saloon.

The Jubilee train cost \$200,000 and the private saloon \$3,000. The curtains are hung upon silver poles, which are suspended upon small gilt figures costing ten guineas each. The carpet in this luxuriously fitted carriage cost \$750, while the door handles are said to have cost the same sum.

PRECAUTIONS TAKEN.

To guard the King's person and insure his safety a pilot engine sent fifteen minutes ahead of every royal train and the lines are cleared of traffic fifteen minutes in advance. To any one in any way connected with the working of the train a special time table is supplied. It states the exact time that the royal train will pass or stop at each station and full particulars of the stoppage of certain other trains, and many other rules and regulations must be strictly adhered to. All shunting operations on sidings near the main line must be stopped at least half an hour before the train is due. Nothing is allowed to pass level crossings after the pilot engine has run through. Drivers of waiting trains are instructed to prevent their engines 'cutting smoke, making a noise by blowing off steam or whistling' at that time.

The approaches to viaducts are all strictly guarded and no one is permitted near the line or stations, on any pretense whatever, except officials and servants on duty, and they are forbidden to make any demonstrations.

The duties of the masters of stations through which the royal train must pass are clearly defined. They must personally see the 'pilot' and the train pass, must be sure that men are stationed wherever there are points, are responsible for the signalman's knowledge of the special block telegraph instructions in use on these occasions, and must see that goods on luggage trains do not project so as to be near the royal carriages as they pass. The points at some places on the royal route are padlocked. On the train, which carries two guards and the usual cord attachment to the whistle of the engine, there are also a staff of telegraphers and telegraph instruments, so that in case of emergency communication may be made at any point on the line.

An amusing incident happened during one of the late Queen's railway journeys a few years ago. The train had to pass a certain farm on the way, and the farmer and his family and all the farm servants gathered at an adjacent level crossing to gaze at the train as it passed. One boy, with loyal intentions, had secured his mother's best scarlet shawl to wave as a flag, and he ran forward to a little hill near the crossing to get the first glimpse of the train. At last it came in sight, and the youngster shouted and cheered, waving his flag frantically. Imagine the surprise of the people when the royal train slowed and stopped. In an instant a railway official had seized the boy and cried: "Down with that shawl! Don't you know you are stopping the royal train!" The driver had taken it as a signal of danger. Her Majesty was much amused.

HOW THE CZAR TRAVELS.

The Russian imperial train is, without doubt, the most costly in the world. In its interior furnishings it surpasses in magnificence the train de luxe lately built for the German Emperor, one of the most luxuriously furnished trains that ever ran over the iron road. Some idea of its splendour may be had when it is stated that \$500,000 has been spent upon it. It is a palace on wheels. It consists of eleven carriages. The royal carriages are in the center of the train.

The walls of the drawing-room are covered with pale rose silk, while the royal bedchamber is hung with light blue satin, the furniture being covered with cretonne of the same colour. Each carriage has a dining-room, a bedchamber, a bathroom, a dressing-room, and a lavatory. The dining saloon is upholstered with chamois leather. When travelling the study, which is fitted out with all conveniences for transacting business, is the room principally used by the czar. The imperial train travels at the rate of thirty-five miles an hour during the day, and about twenty-five miles an hour at night, and as the carriages are hung on excellent springs, the motion is almost imperceptible.

There is in this train a carriage devoted to the children's playroom, while the nursery, with fairylike swinging cots, is near by. Experts recommend the use of milk from the same cow, and hence the little daughters of the Czar take their cows with them when they travel. On a recent visit of the Czar to Germany a palatial cow car, with two Holstein cows, was attached to the imperial train.

The last carriage is for the train officials, and comprises a study, a sitting-room and several coupes, well stocked with apparatus, as the whole of the train is governed from here. Each carriage is in telephonic communication with the others, while the systems of heating, ventilating and lighting are unsurpassed. The German Emperor's private train is a very comfortable affair. It was built by the Government at the Potsdam works and it has five carriages. Outside these are painted in blue and cream and gold. There is a saloon carriage for the Emperor and another for the Empress, besides kitchen, dining and luggage.

cars; a saloon for the suite and another for the servants. Finally there is a carriage containing tools and workmen, to make any small repairs that may be necessary on the journey. The carriages are chocolate-coloured and bear the imperial eagle in black. Yellow blinds, closely drawn, hide the interior from inquisitive glances, and when the crimson cloth covered steps are brought out, the platform is closed to the public.

In Germany when royalty travels, schedules, express trains and everything else go by the board. At Frankfurt one evening I sat in an express train for fifty-five minutes after starting time. Hundreds of passengers were fretting and fuming, as they had to make other railroad connections, but could get no explanation of the delay. Finally a 'saloon' car was coupled to our train, a roll of bright carpet was laid, some sections of the platform were cleared, some household palms were put out and then another local train from somewhere or other—pulled in, and with bowings and scrapings a lot of officials escorted half a dozen 'personages' from one train to the other.

It was the Crown Prince and Princess of Greece, the latter the sister of the Emperor, and the public had been held an hour—some missing connections, others breaking business engagements, for the royal convenience. One of the most elaborate of royal trains is that belonging to the Emperor Francis Joseph of Austria. It is composed of eight corridor cars. It was constructed by Ringhoffer of Smichow, Prague, and to the minutest detail is perfect in every respect. It is lighted by electricity, and the kitchen is equipped with electricity for cooking. The carriages are so hung that they will fit to any gauge of tracks, and so shaped and fitted with folding entrance steps that they can pass through the narrowest defiles in Italy or Belgium.

The Emperor's sleeping room is equipped with his own field bed, without which he never travels; a marble washstand with silver faucets; wardrobes, clothespresses and a folding writing-table. The Emperor's private saloon is entered through his sleeping room. The walls are decorated in olive, the furniture is of olive green, and the curtains and portieres are of harmonizing colours. It contains some rare works of art, and the ceiling is a masterpiece of one of Austria's greatest modern painters. The Emperor's sleeping room is the room of his adjutant and aide de camp, and the other that of his personal servant and body-guard. The entrance to both is by folding-doors, which can be opened and shut by a spring within reach of the Emperor's bed.

The dining car of the Austrian imperial train is one of the handsomest railway carriages in the world and contains four rooms. The first is a corridor hallway with lounges, upholstered in leather, and gives entrance to the smoking-room, containing card tables and lounges. Through large sliding double doors one passes into the dining-room, upholstered in bronze, silver and gold leather, magnificently embroidered. The side walls are divided into panels, in which are oil paintings in heavy frames. At the smoking-room end is a magnificent side-board, heavily laden with silver, and the entire wall behind it is one immense mirror. There are three extension tables, which, when drawn out, form one large centre table with seating accommodation for sixteen diners. The Emperor never dines alone when travelling, and the dining-table is always fully occupied by the Emperor's guests. The fourth room is a buffet, where a sideboard is set at all hours for the convenience of the Emperor and his suite.

The King of the Belgians, the most democratic of modern sovereigns, prefers travelling in a first, or even a second, class carriage to occupying a royal compartment or using a royal train. As a matter of fact, the present royal train of Belgium is a very shabby affair, and King Leopold generally travels in a first class carriage.—The Sunday Call.

UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Ajwin, Miss	Myer, J. D.
Agathe, G.	Matteson, J. F.
Alina, Mrs. W. J.	Mui, Miss A.
Andrew, Miss	Nein, W.
Anderson, Mrs.	Macallum, D.
Arnold, Miss	Macchowsky, P. von
Anderson, O. M.	Medical Officer
Ahern, J.	Moffat, Dr. A. T.
Atherton	Monteiro, T.
Barton, A. L. L.	Mullins, J. H.
Buissinac, W. T.	Mehta, Miss S.
Burroughs, Miss C.	McKinnon, J. F.
Byron, A. C.	Mias, A.
Boyd, Mrs. J.	Marshall, A. W.
Bowrow, J. E.	McGill, W. E.
Blass, A.	McCracken, W. R.
Burden, A.	Miller, R. E.
Bliss	Mierecki, H.
Burke, Miss	Merrice, M. F.
Bennett, E. F.	McIntosh, Capt. A.
Baydon, P.	McIntosh, Capt. A.
Beva, C. B.	Neilsen, E.
Bleis, H.	Nishizaki, G.
Budgen, J.	Osborne, E.
Burton, Miss A. C.	Paisis, G.
Blahop, W. C.	Piotrowsky
Cartledge, J.	Parkinson, Dr. T. W.
Cowie, E. H.	Plummer, H. B.
Graig, J.	Perrault, E.
Carrington, J. C.	Page, Miss M.
Carlsson, A.	Pastrano, D. J.
Cruz, D. B.	Palmer, W. B.
Cruz, W. H. F.	Painter, Rev. T. W.
Comrie, J.	Perreira, D. S. G.
Caffrey, E.	Peterson, Dolly
Carrington, Miss	Ryder, R.
Dunbar, T. E.	Ruse, E. P.
Dean, W. P.	Rynolds, R.
Deas, F.	Roberts, H. C.
Duncan, D.	Robinson, C. Co.
Dingeldin, A.	Richard, Proff.
Don L. La	Remedios, Mrs. F. M.
Doer, C. L.	Robinson, C. T.
Freeman, Miss V. W.	Reid, J. C.
Foot, Capt. F.	Rutherford, Mrs. H. H.
Fagen, O.	Rowan, A. G.
Forest, Miss A.	Rouget, J.
Fernandes, C.	Shrewsbury, R. W.
Field, H. C.	Stevens, G.
Forster, Dr.	Sawada, Miss
Reinald, F. L.	Siv, R. T. P.
Griffin, C.	Spicer, O.
Grandt, H.	Santos
Goicuria, Sr. A.	Simpson, A. I.
Gray, J. C.	Shane, Capt.
Granger, F.	Shideler, A. M.
Hallard, F. J.	Samborne, Dr. F. G.
Hay, Rev. N. E.	Spiller, M.
Hack, G.	Sanyer, N. M.
Hall, S. B.	Sparrow, F. G. P.
Hendersen, W. H.	Sterling, G. J.
Hickam, Mr.	Sydney, R.
Hakam, C.	Takemochi, Miss H.
Harper, A. H.	Tan, Mrs.
Hughes, E.	Tong Hong
Hing, C.	Thompson, Mrs. A. B.
Hill Depot	Takmakoff
Hughes, Mrs.	Thompson, P. H. W.
Hennings, R.	Tellefsen, E.
Irvin, C. W.	Taylor, C.
Johnson, J.	Taylor, W.
	Underwood, J.

Jeffries, Rev. M.
Juma, Mrs.
Johnson, R.
Johnson, H. C. B.
Jones, Dr.
Kirk, Dr. R.
King, G. G.
Kirk, A. R.
Korster, Mrs. O. W.
Laglaize, L.
Lohrer, A.
Larkin, A.
Leon, C. de
Lebrun, H.
Lee, Miss D.
Lee, G.
Lockhart, Mrs. C.
Lortet, P.

List of Registered Covers in Poste Restante.

Ahmed Isen, I.P.C. Kader Hadjia Mohamed Abdul
538
Brandt, G.
Blank, Miss A. Arran-
dale, Southport (i)
Returned.
Buta Singh
Bova and Co., Supt.
Brewery.
Brimble, Capt. A.
Bortolo, B.
Babal Singh
Beveral, Bonifacio
Chunda Singh, I.P.C. 585
Clarke, J.
Crane, E. H.
Cruz, M. H.
Catto, J. E.
Cattell, A. G.
Dehli, N. M. Khan
Dean Singh, I.P.C. 547
Ebrahim, P.C. 760
Fox, F. (2)
Fatmalue (Bombay)
Felicie, Blaz
Fousiane, A.
Ferreira, F. X. P.
Fahris, C. (Singapore).
Freidman, R.
Fortesquien, H.
Gahor Khan
Gewanah Singh, I.P.C.
807.
Garcia, R.
Gulab Khan, I.P.C. 509
Gunda Singh
Gleick, M.
Gonsalez, J.
Hand, J. (Manila), To
Constancio Hand,
Vic. Eng. School,
Hongkong.
Hasham Ali, I.P.C. 667
Hilton, St. John.
Hazar Khan, I.P.C. 616
Hesa, Miss O.
Hodge, Ed. G. Port-
land (Maine), Re-
turned.
Hakan Singh, I.P.C.
602
Hall, J. H.
Hall, Capt. F. (2)
Hoashi, S.
Raynes, J.
Herman Singh (Sin-
gapore)
Hall & Co., F. W.
Harris, W.
Hamlin, Mrs. G.
Imanichi, S.
Johnson, C. E.
Jeevan Singh, I.P.C.
664
Koch, Carl

List of Registered Covers for Merchant
Ships.

S.S. Asio.....G. Nazimovich.
Atlas.....M. Richardson.
H.M.S. Barfleur.....C. Groves.
S.S. Changsha.....Capt. Moore.
"China.....Mr. Cooper.
"Ducation.....M. J. Garbutt.
"Elite Norsack.....J. McCarthy.
"Emma Luyken.....Capt. Wallis.
"Hailan.....R. Olsen.
"Hanoi.....Theo. Rannier.
"Haiting.....A. E. Tilston.
S.M.S. Jaguar.....Walker.
"Jaguar.....Boos.
"Jaguar.....Mal Kapuschinski.
"Jaguar.....Paymaster.
S.S. Kaifang.....R. P. Smiles.
"Kashang.....Capt. Sanderson.
"Manuel Laguna.....E. Nielson.
"Mulu.....J. P. Walker.
"Parranalla.....C. Morris.
"President.....R. B. Munro.
"Radley.....John Mann.
U.S.H.S. Relief.....Chas. McFeely.
"Relief.....J. H. Miller.
"Relief.....P. Schneider.
S.S. Rewa.....C. Antonias.
"Saint Jerome.....Capt. A. Jones.
"Shantung.....Capt. Quail.
"Shantung.....Miles.
"Tahang.....J. Kynock.
"Uia.....R. O. Lloyd. (2)

List of unclaimed Telegrams lying in the
Joint Telegraph Companies Offices
at Hongkong.

Beckerheim.
Bruff Comedy.
Butler Duncan Pigtail.
Chengchang.
Chingtai.
Cheong Seng Loong.
Duncan Chesney.
(Two Telegrams).
Dobell, Welsh Fusiliers. Thk.
Honjoo.
Inganlee.
Joan Wheeler.
Kaishing.
Kongyuehong.
Kongyuehong.
(Two Telegrams).
Kwongchingong.
Laihooyuen.
Laparak.
Lelle Werthman.
Lichuehsang.
Matthew, Joseph, Tor-
pedo Depot.
meade.
Nathan.

NOW READY.

A PAMPHLET

ON

SOME SERIOUS LOCAL PROBLEMS

AND

A FEW SUGGESTIONS FOR DEALING

WITH THEM.

BRING A LECTURE DELIVERED

BY

THE ODD VOLUMES SOCIETY

BY

MR. H. E. FOLLOCK,

Barrister-at-Law.

To be obtained at the OFFICE of This Paper.

PRICE 50 CENTS.

Hongkong, 1st June, 1900.

Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 27th June, 1901.

FROM HAMBURG, BREMEN, ROTTER-
DAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILESIA."
Captain Bahle, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd July, at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 26th June, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALACCA."
FROM MANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 3rd July, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 27th June, 1901.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE,"
Captain Dwyer, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 2.30 P.M.
No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 22nd June, 1901.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 28th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by DAVID SASSON, SONS & Co., Agents.

Hongkong, 26th June, 1901.

KANANGA

OF JAPAN

(REGISTERED)

RIGAUD and Co

PARIS

KANANGA Water

the most deli-

cious and refreshing

Tonic Water it renders the skin firm, relieves

mosquito bites and imparts a delicate fra-

grance and feeling of comfort and freshness.

New Sensations in Perfumery

RIGAUD'S KANANGA EXTRACT

RIGAUD'S WHITE ROSE

RIGAUD'S MELATI EXTRACT

RIGAUD'S IKORA D'AFRIQUE EXTRACT

RIGAUD'S LILY OF THE VALLEY EXTRACT

RIGAUD'S YLANGYLANG EXTRACT

RIGAUD'S BANTAM EXTRACT

RIGAUD'S JASMINE or Chamille EXTRACT

8, RUE VIVIERNE, 8, PARIS

Intimations.

WANTED.

A EUROPEAN QUARTERMASTER to superintend the Coxswains of the "STAR" FERRY BOATS. Must be strictly sober and accustomed to work with Chinese.
Apply by Letter only, with Testimonials, to
SECRETARY,
STAR FERRY CO., LIMITED.
Hongkong, 25th June, 1901. [666c]

WANTED an OVERSEER.

Apply by letter to
THE SECRETARY,
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO.,
LIMITED.
Hongkong, 24th June, 1901. [666c]

WANTED, a WELL-QUALIFIED
CLERK, accustomed to translating in
Chinese; Good Salary will be paid to com-
petent man.
Apply to
"Y. Z."
C/O KELLY & WALSH, LTD.
Hongkong, 24th June, 1901. [666c]

THE
ROBINSON
PIANO CO., LIMITED.

BEST VALUE IN
PIANOS.
MONTHLY PAYMENT
SYSTEM.

TUNING. REPAIRS.
Our Speciality.

INSTRUMENTS.
STRINGS.

MUSIC.
Grand stock, reduced to clear.

NEW GOODS.

PLENTY
IN
HAND.

D. NOMA,
No. 12,
Beaconsfield
Arcade,
Opposite the City Hall.

Hongkong, 30th April, 1900. [41]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
CHARTS and BOOKS.

NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES
Nos. 54 & 56, Queen's Road Central. [21]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWEL-
LERS and WATCHMAKERS.

The Share Market.

LATEST QUOTATIONS.

(June 28th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	38 7/8 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited (Preferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	£27 buyers
China Foundry	£ 1	£15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340
China Traders' Ins. Co., Ltd.	\$ 25	\$60 sellers
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	\$ 60	\$120
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Strait Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$350
China Fire Ins. Co., Ltd.	\$ 20	\$84 buyers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$35 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$149
China & Manila S.S. Co., Ltd.	\$ 50	\$62 buyers
Douglas Steamship Co., Ltd.	\$ 40	\$52 buyers
China Mutual S.S. Co., Ltd. (Pref.)	\$ 50	\$56
China Mutual S.S. Co., Ltd. (Ord.)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Ord.)	£ 10	£12 buyers
Star Ferry Co., Ltd.	\$ 10	\$23 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£2 1/2 sales
Rubberies.		
China Sugar Refining Co., Ltd.	\$100	\$145
Luzon Sugar Refining Co., Ltd.	\$100	\$36
Mining.		
Punio Mining Co., Ltd.	\$ 9	\$54 sellers
Punio Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages de Tonkin	£ 25	£25 sellers
Queen Mines, Ltd.	\$ 25	£25 sellers
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$48 sellers
Raub Alfan Gold Mining Co., Ltd.	£ 185	£12 buyers
Oliver Freehold Mines, Ltd.	\$ 5	\$1
Oliver Freehold Mines, Ltd.	\$ 5	\$1
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$315 sales
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$104 sellers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	nominal
New Amoy Dock Co., Ltd.	\$ 64	\$224 buyers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$9.85 sales
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$200 buyers
Kowloon Land and Building Co., Ltd.	\$ 30	\$30 sales
Co., Ltd.	\$ 50	\$55
H'kong Hotel Co., Ltd.	\$ 50	\$127 buyers
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$133 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$8 buyers
Ewo Cotton Spinning & Dyeing Co., Ltd.	Tls. 100	Tls. 50 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 40 sales
Laou-kung-mow Cotton Spinning & Dyeing Co., Ltd.	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25 buyers
Cigar Companies.		
Alhambra, Limited	\$500	\$1,500 sellers
Philippine Tobacco Trust Co., Ltd.	\$ 50	\$60 sellers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$194 sales
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$153
Watkins, Limited	\$ 10	\$94
Hongkong Electric Co., Limited	\$ 10	\$12.50 sales
Hongkong Electric Co., Limited	\$ 5	\$64 buyers
Hongkong & China Gas Co., Ltd.	£ 10	\$140 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$125 sellers
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$180 sales
H'kong High Level Tramways Co., Ltd.	\$100	\$240 buyers
Dairy Farm Co., Ltd.	\$ 50	\$74 buyers
Hongkong & China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20 buyers
Bell's Asbestos East-ern Agency, Ltd.	£ 1	\$1.10
United Asbestos Oriental Agency, Ltd.	\$ 4	\$112 sellers
Tebrau Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$8 buyers
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50
Maui Investment Co., Ltd.	\$ 50	\$56

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	Innes, Capt.
Angus, Mrs.	Irving, Mr. E. N.
Arnold, Mr. H.	Johansen, Mr. and Mrs.
Auld, Mr. J. S.	Joseph, Mr. & Mrs. E. S.
Bailey, Mr. W. S.	Katsch, Mr. E. A.
Bell, Mr. and Mrs. O. M. D.	Kiene, Mr. and Mrs. F. K.
Benjamin, Mr. David	Kirkwood, Mr. J.
Berenger, Mr. F. J. G.	Littledale, R.E., Major
Black, Mr. J.	R. P.
Brandreth, R.N., Lt.	Long, Mr. & Mrs. D. M.
Mrs.	Macdonald, Capt. D.
Brown, R.E., Major W. B.	Macdonald, Mr. D.
Brown, Mr. J.	Macdonald, Mr. D.
Bruce, Mr. and Mrs.	Malcolm, Mr. R. L.
Burnie, Mr. C. M. G.	Marlow, Mr.
Busstow, Mr.	Miller, Mr. D.
Cameron, Mr. D. H.	Morgan, Mr. & Mrs. D.
Clark, Dr. & Mrs. F.	Parfitt, Mr. W.
Clarke, Mr. W. G.	Pascal, Mr. C.
Cole, Mr. G. E.	Perry, Mr. S. D.
Colson, Mr. J. S.	Perry, Mr. C.
Cunningham, Mr. J.	Reich, Mr. A. H.
Edwards, Mr. P. A.	Robinson, Mr. W. R.
Davis, Mrs. W. & child	Robinson, Mr. W.
Denroche, Mr. P. C.	Rothschild, Mr. D.
Discombe, Mr. G. M.	Schouw, Mr. C.
Dorehill, R.A., Major	Smithers, Mr. R. G.
Dyson, Capt. P. S.	Stevens, Mr. H. Goyne
Fernald, Mr. and Mrs.	Taylor, Mr. D. G.
Gainford, Mr. and Mrs. W. R.	Thomas, Mr. Harry
Gibson, Mr. Kennedy	Tibbey, Mr. H. M.
Glover, Mr. C.	Valentine, Mr.
Grant, Mr. John	Watkins, Mr. G. H.
Griffin, Mr. A. E.	Watts, Mr. and Mrs.
Hall, Capt. T. P.	Frank W.
Hall, Mr. W. J. G.	Whaley, Mr. W. J. G.
Harold, Mr. W.	Whaley, Mrs. William
Herron, Mr. C. D.	Whitton, Mrs. M. M.
Hochappel, Mr. E. C.	Wick, Lieut. and Mrs.
Howard, Mr. Thos.	Williamson, Mr. and
Hudson, Mr. F.	Wills, Mr. A. and child
Huke, Mr. A. N.	Woolton, Mr. J. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Miller, Mr. and Mrs.
Benjamin, Mr. S. S.	Newall, Mr. Stuart G.
Bonnar, Mr. J. W. C.	O'Gorman, Col. The
Brayne, Mr. H. F. R.	O'Gorman, Madam
Brusse, Mr. G.	Perrott, Col.
Callender, Mr. Allan	Pitt, Mr. John, R.N.
Collard, Col. A. W.	Pollack, Hon. H. E.
Crookenden, Col.	Pryne, Capt. R.A.M.C.
Dillon, Mr. F.	Quinn, Mr. W. A.
Ellis, Mr. A. S.	Rublee, Mr. W. A. (U.S. Consul of America)
Ezekiel, Mr. J. S.	Rublee, Mrs. W. A.
Forbes, Mr. Andrew	Rublee, child and maid
Fraser, Mr. and Mrs. H. W.	Rumsey, R.N., Hon.
Fraser, Mr. J. W.	Rumsey, Mr. Murray
Graham, Mr. D. M.	Shellin, Mr. Edward
Harston, Dr. and Mrs. G. M.	Sinclair, Mr. A.
Gumpert, Mr. and Mrs. Hughes, Col. G. A.	Stokes, Mr. A. G.
Jeffries, Mr. H. N.	Tomlin, Mr. G. H.
Jeffries, Mr. H. N.	Wheeler, Mr. H. B.
Lang, Dr. K.	Wheeler, Lt. Col. J. L.
Lang, Mr. E.	Wiggins, Mr. W. T.
Mackie, Mr. Gordon	Wright, Mr. and Mrs.
Martin, Mr. R.	H. Taylor

CRAIGIEBURN.

Anderson, Mr. J.	Helm, Mr. W.
Beattie, Mr. and Mrs. J. M.	Hewitt, Mr. and Mrs. J. M.
Brown, Mr. and Mrs. Langlands, A.O.D.	H. Matheson
Crouch, Mr. J. W.	Pye, Mr. E. Burns
Edwards, Mr. G. H.	Roland, R.I.M., Lt. A.
Foreath, R.E.M., Lieut.	Volpelli, Consul
G. N.	Yeats, Mr. and Mrs.
Grimble, Mr. & Mrs. G. F. H.	

KOWLOON HOTEL.

Bailey, Mr. F.	Deans, Miss R. A.
Brandstetler, Capt.	Earby, Mr. E. A.
Cleasby, Mr. W. H.	Mackereith, Miss A.
Davies, Mr. W.	Nobbs, Prof. A. P.
Dean, Mr. F.	Spittles, Mr. J.

EXCHANGE.

Hongkong, 28th June.	
ON LONDON, Telegraphic Transfer	111 1/4
Bank Bills, on demand	111 7/8
Credits, 4 months' sight	111 13/16
D'iments, 4 months' sight	111 15/16
ON PARIS, (demand)	111 1/2
ON PARIS, Bank Bills, on demand	240
Credits, 4 months' sight	240 1/2
ON NEW YORK, Bank Bills, on demand	47 1/2
Credits, 30 days' sight	47 1/2
ON HONGKONG, Telegraphic Transfer	146 1/2
ON HONGKONG, Private 30 days' sight	147
ON YOKOHAMA, T.T.	147 1/2
Sovereigns, Bank's Buying Rate	8 1/2 p.m.
Gold Leaf (1000) per tael	50.20
Bar Silver	50.25
Dollars	50.25

PIPIUM QUOTATIONS.

Hongkong, 28th June.	
New Patna	208 1/2 per chest
Old Patna	95
New Benares	95 per picul
Old Benares	95
New Malwa	85 1/2
Old Malwa	85 1/2
Perishan, paper tied	85 1/2

VESSELS IN PORT.

Steamers.	
AMERICA MARU, Japanese steamer, 6,307, P. H. Going, 27th June, San Francisco 20th May, and Shanghai 24th June, Mails and General.—J. S. Van Buren.	
ARETHUSA, American transport, 2,132, See-combe, 19th June, Manila 15th June, Balboa U.S. Government.	
ARISTEA, Austrian steamer, 2,208, G. M. Sco-pinch, 26th June, "Mojito" 19th June, Coal.—Mitsui Bussan Kaisha.	
AUSTRALIAN, British steamer, 3,000, P. T. Helms, 19th June, Sydney 21st May, Brisbane 27th, Townsville 30th, Cairns 31st, Thursday Island 3rd June, Port Darwin 6th, Timor 8th, and Manila 15th, General.—Gibb, Livingston & Co.	
BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April, Manila 11th April, Cable Government.	
CATHARTIC APCAK, British steamer, 1,730, J. G. Offord, 26th June, Calcutta 8th June, Penang and Singapore 20th, General.—David Sassoon, Sons & Co.	
CHINKING, British steamer, 1,260, E. Stringer, 27th June, Canton 27th June, General.—Butterfield & Swire.	
CHOWTAY, German steamer, 1,115, A. Müller, 26th June, Bangkok 20th June, Rice and Timber.—Butterfield & Swire.	
DEVONSHIRE, British steamer, 2,364, A. Coull, 17th June, New York 14th April, and Port Said 17th May, Kerosine.—Standard Oil Co.	

DIAMANTE, British steamer, 1,354, A. Ramsay, 24th June, Manila 22nd June, General.—Shaw, Sons & Co.

FLINTSHIRE, British steamer, 2,476, J. Dwyer, 22nd June, London 3rd May, and Singapore 17th June, General.—Shewan, Tomes & Co.	
HANSA, German steamer, 1,200, Lorenzen, 27th June, Java 15th June, Sugar.—Sander, Wieler & Co.	
JAPAN, British steamer, 2,796, C. C. Talbot, 27th June, Japan 10th June, General.—P. & O. S. N. Co.	
KACHIDATE MARU, Japanese steamer, 3,436, S. Fujiki, 26th June, Kutchinotzu 21st June, Coal.—Mitsui Bussan Kaisha.	
KEONGWAI, German steamer, 1,115, A. von Riegen, 24th June, Bangkok and Swatow 24th June, General.—Butterfield & Swire.	
KOH-SI-CHANG, German steamer, 1,491, Leuis, 18th June, Bangkok 11th June, Rice.—Butterfield & Swire.	
MALACCA, British steamer, 2,600, E. G. Andrews, 26th June, London 18th May, and Singapore 21st June, General.—P. & O. S. N. Co.	
MARA KOLB, German steamer, 2,766, G. Knecht, 27th June, Moji 20th June, Coal.—Mitsui Bussan Kaisha.	
MAUSUNG, British steamer, 1,614, Walsh, 21st June, Sandakan 15th June, Timber.—Jardine, Matheson & Co.	
MUNCHEN, German steamer, 4,691, Krebs, 28th May, Caroline Islands 15th May, Ballast.—Melchers & Co.	
NURNBERG, German steamer, 2,663, H. Mayer, 27th June, Shanghai 22nd June, General.—Carlowitz & Co.	
OAK BRANCH, British steamer, 2,064, E. Scheel, 12th June, Mororan 4th June, Coal.—Doddwell & C., Ltd.	
PHRA CHOM KLAO, British steamer, 1,100, Morris, 27th June, Bangkok 21st June, Rice.—Butterfield & Swire.	
POHNET, American steamer, 785, J. H. Scriver, 21st May, Manila 18th May, Coal.—U. S. Navy.	
QUEEN ADELAIDE, British steamer, 1,835, F. McNair, 21st June, Tacoma via Ports. 8th May, General.—Doddwell & Co., Ltd.	
ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May, Wei-hai-wei 25th May, Ballast.—Siemssen & Co.	
SIMONIAN, Dutch steamer, 1,818, Sandman, 17th April, Samarang and Saigon 29th March, Sugar.—Yuen Fat Hong.	
TAI LER, German steamer, 328, T. Calender, 26th June, Saigon 22nd June, Rice.—Meyer & Co.	
TELMACHUS, British steamer, 1,379, J. Williams, 25th June, Saigon 21st June, Rice.—Chinese.	
TSINAN, British steamer, 1,450, O. Anderson, 25th June, Sydney 2nd June, and Manila 22nd Mails and General.—Butterfield & Swire.	
WHAMPOA, British steamer, 1,110, M. E. Laver, 26th June, Canton 25th June, General.—Butterfield & Swire.	

Sailing Vessels.

CELESTE BURRILL, British ship, 1,754, C. A. Treffy, 29th May, Manila 9th May, Ballast.—Order.	
HOLLISWOOD, American bark, 1,084, E. M. Knight, 14th June, Fremantle, W.A. 3rd May, Sandalwood.—Order.	
MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May, Cardiff 4th Jan., Coals.—E. A. Trading Co.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast.—Master.	
SUSSEX, British bark, 1,212, Guthrie, 17th May, Fremantle 29th Mar., Sandalwood.—Master.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 28th, 1901.	
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. F. M. Craddock, Shanghai.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Shanghai.	
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starlin, Woosung.	
Argonaut, 1st-class cruiser, 11,000 tons, 16 guns, 16 guns, Capt. G. H. Cherry, R.N., Shanghai.	
Asura, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.	
Barfleur, 1st-class battleship, 13,500 tons, 19 guns, 13,161 i.h.p., Captain G. J. S. Warrender, Nagasaki.	
Blenheim, 1st-class cruiser, 9,000 tons, 13 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Woosung.	
Bonaventure, 2nd-class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Captain G. G. Sawle, en route Home.	
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wulu.	
Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 3,600 i.h.p., Commander Sir Bouchier Wrey, Bar, Hongkong.	
Brighton, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.	
Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Shanghai.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong.	
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tiltard, Hongkong.	
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. V. Paget, en route.	
Esch, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.	
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.	
Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingfield, Japan.	
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.	
Handy, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.	
Hari, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Handy.	
Hermione, 2nd-class cruiser, 4,350 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.	
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davidson, Shanghai.	
Iris, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.	
Janus, torpedo-boat destroyer, in reserve.	
Lionet, gun-vessel, 755 tons, 2 heavy guns, 4-pounders, 850 i.h.p., Commander W. W. Smythe, Singapore.	
Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Singapore.	
Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.	

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Other, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.	
Phenix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. V. H. Nicholson, Tientsin.	
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,400 i.h.p., Capt. Oldham, Hongkong.	
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.	
Plower, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.	
Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,300 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.	
Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.	
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. C. Hamilton, Singapore.	
Sandwich, river-gunboat, 2 guns, Lt.-Comdr. C. West, West River.	
Sandwich, river-gunboat, 2 guns, Lt.-Comdr. C. West, West River.	
Swift, 2nd-class gunboat, 755 tons, 6 guns, 870 i.h.p., Hongkong.	
Taku, torpedo-boat destroyer, 450 tons, Lieut.-Comdr. C. P. Beatty-Powall, Hongkong.	
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.	
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.	
Towad, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.	
Walerait, sloop, 1,100 tons, 6 guns, Lieut.-Comdr. Lwin, Manila.	
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.	
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.	
Woodcock, river-gunboat, 2 guns, 660 i.h.p., Lieut.-Comdr. Watson, Kiukiang.	
Woodcock, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.	
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.	

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.	
Donan, Austrian cruiser, 3,340 tons, Captain Victor Bles v. Sambuchi, Singapore.	
Holland, Dutch cruiser, 8 guns, 3,900 tons 9,590 i.h.p., Capt. S. N. Sybrandi, Swatow.	
Elisabeth, Austrian cruiser, 8 guns, 3,900 tons, 9,000 i.h.p., Capt. M. V. Eissenan, Shanghai.	
Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rössman, Swatow.	
Opard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.	
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.	
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bles Ritter v. Sambuchi, Shanghai.	
et al., Dutch cruiser, 5 guns, 4,300 tons, 4,736 i.h.p., Capt. Jansen, Taku.	
Portuguese gunboat, 600 tons, Captain Mello, Hongkong.	
Skala, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.	